

To: Mary Osman
From: Julian Wearne
Date: 19/02/2018
Subject: Strategic Transport Comments
Application No: PLN17//0991
Description: Construction of a multi storey building associated with the Australian Catholic University and alteration to Road Access.
Site Address 115 Victoria Parade, Fitzroy VIC 3065

I refer to the above Planning Application referred on 30/01/2018, and the accompanying Traffic report prepared by Cardno in relation to the proposed development at 115 Victoria Parade, Fitzroy. Council's Strategic Transport unit provides the following information:

Access and Safety

The following comments relate to the Napier Street concept plan listed as Appendix A of the Traffic Report.

Napier Street and car park access

The approved development plans show a 1.5m wide cycle lane on the west side of Napier Street. The current Napier Street plans show a 1.2m wide lane. The narrow lane is further impacted by the location of existing trees which appear to directly abut the bicycle lane. It is understood that Council's Urban Design team has indicated the tree pits should not be affected by the location of the bike lane.

Given Napier Street forms a key north-south cycling corridor and preferred cycling route a 1.2m wide lane is unacceptable in this location and the bicycle lane should be at a minimum 1.5m wide, as previously indicated on the endorsed Development Plan. To address this concern, some changes to the remaining road layout will likely need to occur. Any other required changes to the road configuration to resolve this issue should be made in consultation with Council's Strategic Transport & Traffic Engineering Units.

South-bound cyclists should separate from motorists before the intersection. This could be resolved by extending the green bicycle lane marking further north, and altering the bicycle sharrow near the intersection to indicate cyclists should move into the bike lane (Figure 1).

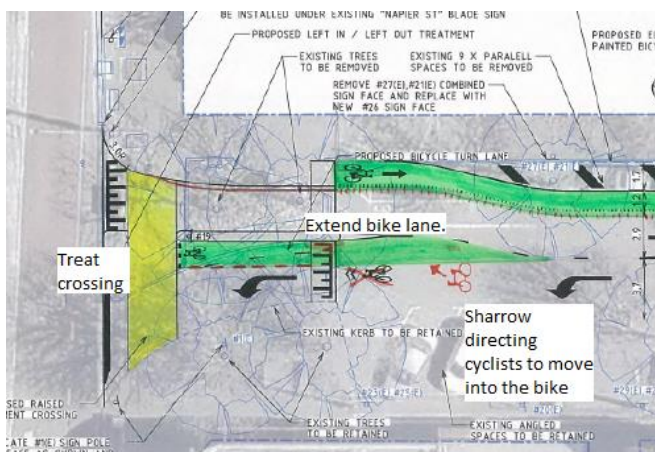


Figure 1 – The south-bound bicycle lane should be extended with cyclists encouraged to separate from car traffic before the intersection. The raised pedestrian crossing should be treated to indicate is a shared space.

Victoria Street pedestrian and cyclist crossings

The proposal includes the removal of the existing car-park entrance and associated crossover at Victoria Street. Currently this crossover is being used by cyclists to access the shared path (footpath) at Victoria Street. Given this, pedestrian ramp (pram-ramp) at the north-west corner of the Victoria Parade and Lansdowne Street intersection should be widened, and the north-bound bicycle lane marking should be extended to the new pram-ramp.

The permit applicant must liaise with VicRoads regarding these changes.

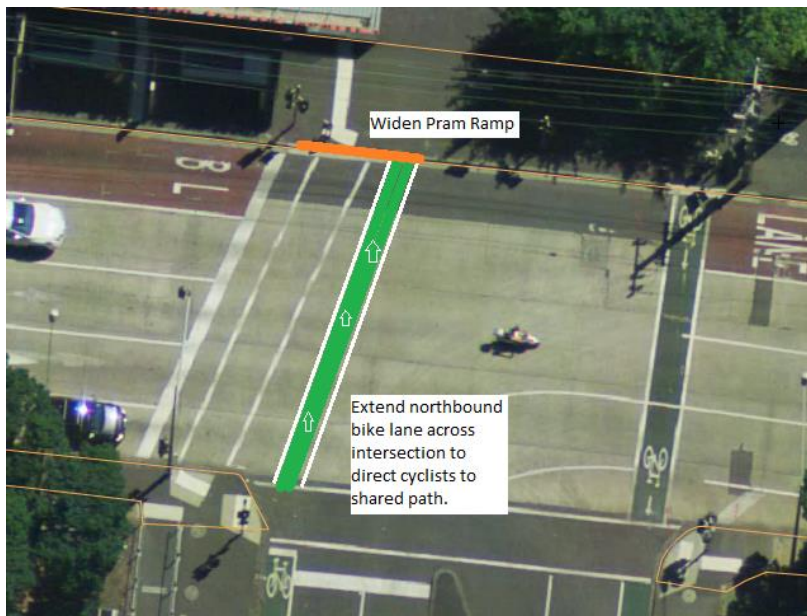


Figure 2: Council's preferred proposed changes for Victoria Street.

Pedestrian Crossing

Ramp gradients have not been indicated for the raised pedestrian crossing. These should be provided at the detailed design stage, but must be appropriate for a high volume of cyclists expected at the crossing.

It is important to note the pedestrian crossing also forms a shared-cycling pedestrian space, given cyclists wishing to travel south down Lansdowne Street, or west along Victoria Street are required to turn right at the crossing to access the shared path (footpath) on Victoria Street. The crossing should be treated with a yellow surface treatment, sharrows and signage, to indicate it as such (Figure 1).

Bicycle Parking Provision

Statutory Requirement

Council has endorsed a development plan for the wider ACU site requiring at least 160 bicycle spaces to be provided as part of the development. It is noted the current application relates to only part of the overall development, and 99 bicycle spaces is proposed; with the remaining 61 bicycle spaces proposed to be incorporated into later stages of the development. This is considered to be generally acceptable, as it will allow bicycle spaces to be generally spread across the campus.

Adequacy of visitor spaces

74 visitor/student bicycle parking spaces are proposed. The provision of the visitor spaces is generally adequate given:

- Spaces are located close to the main building and all spaces are provided as horizontal spaces.
- Bicycle parking hoops appear to be adequately spaced and access ways appear sufficient.

However, all visitor bicycle parking is located below the NGL and entrance to the visitor bicycle parking appears to be only via a narrow (albeit short) staircase. In this instance, is it not acceptable that access to visitor bicycle parking requires navigating stairs, given:

- The high number of bicycle parking bays in this location;
- The lack of other visitor bicycle parking at this section of the campus; and
- Many visitors are likely to arrive on bikes with bags/baskets and heavy loads (often necessary for attending university)

A ramp with a gradient no greater than 1:8 should be provided to the lower-ground level. This may require the relocation of some bicycle parking to the north side of the building.

Adequacy of employee spaces

The proposal includes 25 employee bicycle spaces in Basement 1 of the car park. The number of employee spaces is acceptable for this portion of the wider development. The following aspects of the design and location of the employee spaces are generally acceptable:

- Employee bicycle parking is provided at Basement 1. Due to the steep ramps that provide access to the car park, it is envisioned most cyclists would choose to access the spaces via the lift shaft. The distance from the lift shaft to the bicycle facilities and end of trip facilities is acceptable.
- The spaces are adequately spaced and there is an appropriate ratio of horizontal floor mounted spaces and hanging spaces.
- The provision of showers and change-rooms is appropriate to the number of employee spaces.

The following aspects should be reconsidered, or additional information should be provided:

- None of the employee spaces are located within a secure facility. Pursuant to Clause 52.34-3 & Australian Standard AS2890.3 bicycle spaces for employees must be provided in a bicycle locker, or in a lockable compound. A secure car park does not constitute a lockable compound.
- There is no grade shown for the ramp adjacent the escalators at lower-ground floor, and it appears the lifts to access the basement can only be reached via the ramp. The ramp should have a grade no greater than 1:12.

Green Travel Plan

It is noted most required information regarding travel options is provided within the Traffic Impact Assessment, however no Green Travel Plan (GTP) has been provided. Given the development has a total non-residential floor area of more than 1,000sqm, pursuant to Clause 22.17-4 a GTP must be provided. The GTP should include the following information:

- (a) a description of the location in the context of alternative modes of transport;
- (b) employee welcome packs (e.g. provision of Myki/transport ticketing);
- (c) the provision of real time passenger information displays for nearby stops within each lobby;
- (d) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
- (e) a designated 'manager' or 'champion' responsible for coordination and implementation;
- (f) details of bicycle parking and bicycle routes;
- (g) details of GTP funding and management responsibilities;
- (h) security arrangements to access the employee bicycle storage spaces; and
- (i) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
- (j) Reference to a minimum 40A single phase electrical sub circuit should be installed to the basement levels for 'EV readiness'; and
- (k) provisions for the Green Travel Plan to be updated not less than every 5 years.

Electric vehicles / share cars / other relevant topics?

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). Whilst it is acceptable no electric car charging points are installed at this stage, to ensure the potential for future provision for electric vehicle charging the basement levels should be electrically wired to be 'EV ready'. A minimum 40A single phase electrical sub circuit should be installed to the basement levels for this purpose.

Recommendations

The following should be shown on the plans before endorsement:

1. The north-bound bike lane on the west side of Napier Street, 1.5m wide or greater.
2. The south-bound bike lane extended further north to allow for cyclists to separate from traffic before the intersection. Sharrows should direct cyclists to move across.
3. The north-bound bike lane at the Victoria Parade / Landsdowne Street intersection extended to direct cyclists onto the shared-path. The associated pram ramp must also be widened.
4. The pedestrian crossing treated with yellow surface paint, signs and sharrows indicating it is a shared space.
5. Ramp gradients either side of the raised pedestrian crossing indicated.
6. A ramp of at maximum 1:12 grade providing access from the natural-ground-level to the visitor bicycle parking area.
7. Employee bicycle spaces located within a secure facility pursuant to AS2890.3.
8. The grade of the ramp adjacent the escalators at lower-ground floor.
9. The provision of a minimum 40A single phase electrical sub circuit should be installed to the basement levels for the purpose of allowing easily installation of electric vehicle charging stations in the future.

A Green Travel Plan / An Amended Green Travel Plan should be provided with the information outlined previously.

Regards

Julian Wearne

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Strategic Transport Unit